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Hongkong, 23rd May, 1902. 7.61

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MACAO.

THIS First-class and well-famed establish-
ment is pleasantly situated in the centre of
PRATA GRANDE, facing south, with a
commanding view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.

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(HOTEL-SANITARIUM OF SOUTH
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HAS been re-opened under European
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to food, cleanliness, and hygiene of the place.
All comforts of a home.

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a few days' rest and quiet.
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visiting a visit to the historical and picturesque
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Macao is 40 miles south-west of Hongkong.
The steamer (s.s. *Hongkong*), daily to and
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Canton, give easy communication with both
centres.
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SHAMSEEN CANTON
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GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
J. F. DE CRUZ, Manager.
Canton, 1st October, 1901. [1867]

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LIGHT DRY	\$15.00	\$1.25
SOLEIRA	21.00	1.75
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A. S. WATSON & CO.,
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THE HONGKONG DISPENSARY.

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Correspondents must forward their names and ad-
resses with communications addressed to the Editor
not for publication, but as evidence of good faith.
All letters for publication should be written on
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No anonymous signed communications that have
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The Daily Press.

HONGKONG OFFICE: 15, 17th FLOOR, ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 19th July, 1902.

ALTHOUGH the deferred Coronation will in
some respects partake of the idea of a
regalation of its former intended self,
it will for the Empire at large partake of a
double nature; inasmuch as it will not only
represent the final official act of acceptance,
but will, even more strongly than at first
indicate that strong personal feeling of
loyalty that endears the Crown to the
nation at large, a loyalty, it is well to
remember, not on one side only; for if the
most apparent display of loyalty be that of
the nation towards the Sovereign, there
exists side by side with it the thorough and
heartfelt loyalty of the Crown towards
its people. In the abstract no more
unequitable day for the ceremony could
probably be selected than the second week
in August, yet the nation at large perfectly
coincides with the King's desire that it
should take place at as early a date as
possible consistent with the full restoration
of his health. Come what will the ceremony
must be shorn of much of the representa-
tive character with which it was intended
that it should be clothed. On this occasion
of Queen Victoria, it was felt that besides
the interest of her own people in the great
Princess who had found herself on her
first entrance on mature life entrusted with
the responsible functions of ruler of a great
kingdom, the world at large had an interest
in the nation that had played the principal
role in saving Europe from a military
despotism; and amid the splendours of the
Coronation not the least remarkable was the
magnificent display made by the representa-
tives of the crowned heads of Europe. At
that time the connections of the reigning
family of England with those of the Con-
tinent were few, and scarcely partook of an
intimate nature. Through the numerous

children and grandchildren of Queen
Victoria these family relationships of
the English Royal Family have become
not only wider, but more intimate; so
that there is scarcely a reigning
family on the Continent which is not
directly or indirectly connected by descent
or marriage with the House of Saxo-Coburg-
Gotha. This fact was displayed in Queen
Victoria's Diamond Jubilee, where the by
no means least conspicuous feature of the
procession was the magnificent Escort of
Princes who preceded Her Majesty to do
her honour. The same fact was intended
to have been emphasised in the Coronation,
at which, marking the growth of the
Empire since the accession of Queen
Victoria, invitations were issued not alone
to the States of Europe, but to those of
any significance in Asia, Africa and America.
When the unfortunate illness of the King
made it impossible to celebrate the event at
the appointed time, it was wisely decided
that all engagements should be cancelled
and no new invitations issued. In the
uncertainty that supervened during the
first few days of the King's illness most
of the royal guests already present in London
took their departure, and it is uncertain if
it will be possible for them to reassemble.
The ceremony will thus be shorn of much
of its splendour, while the period deter-
mined on for proceeding with the Coronation
will doubtless result in a large diminution
in the numbers of the onlookers. But this
very diminution in its luster will doubtless
have the effect of emphasising its domestic
character, and rendering it a more repre-
sentative gathering of the Empire. What in
fact the ceremony loses in breadth it will
gain in intensity; and it will become not
only a ceremony of Coronation, but a
genuine thank-offering for the recovery of
the King from a dangerous malady. It is
to be hoped that this feeling will be widely
expressed throughout the Empire, and
that wide advantage will be taken of it to
show how genuine is the feeling of personal
loyalty and gratitude towards the son of
our late beloved Queen Victoria.

The appointment of Postmaster-General at
Hongkong has been given by the Colonial
Office to a Straits cadet. This will naturally
surprise many people, as it was generally anti-
cipated that the appointment would be given to
merit, and in that case would fall to Mr. E.
Carrawall Lewis. This officer was acting Post-
master-General whilst the late Captain
Hastings was absent on leave, and after the
late's decease Mr. Lewis again took up the
full responsibility. It will be to the credit
of the Acting Postmaster-General that
amongst other reforms he effected, he was
responsible for the much-needed improvement
of the branch at Shanghai, which alone
he has given great satisfaction to the community
by the prompt handling of mails, and was a
worthy successor to the late Captain Hastings.
The claims of Mr. Lewis have, however, been
passed over, although he has an honourable
record in the West Indies, and has successfully
discharged the full duties here. Promotion
on merit, which has been recommended for the
Army, might well be applied to the Colonial
Service.

Constantinople is declared to be no longer
an infected port.

The sale of the barque *Grosvenor*, which was
to have taken place yesterday at 3 p.m., has been
postponed, on account of the typhoon, until
Monday at 11 a.m.

The Foochow Daily Echo states that the
reaping of the first rice crop commenced in the
large plain between the city and Kusan last
week, and the report of the crop is that it is
a full yield of good quality.

By kind permission of Major Berger and
officers, the band of the Hongkong Regiment
will play at the Hongkong Hotel to-night from
8 to 9.30 o'clock. Programme:—
March "The Gladiator" Souza
Overture "Margherita d'Anjou" Mayhew
Selection "Reminiscences" Winterbottom
"Of Offshoots" Jones
Valse "A Sweet Star" Adams
Fantasia "The Gipsies" Altermann
Diversions "Scottish Melodies" Altermann
"God Save the King"

European Police Constable Dunn, one of the
last batch of recruits from home for the Singa-
pore Police Force, has been pronounced insane
and has been sent to the Asylum. He will
probably be sent home at an early date. Dunn
was a promising young fellow with an excellent
record. He has served in South Africa with
the Imperial Yeomanry and came out with
strong recommendations.

As accident of a most peculiar nature took
place on the 9th inst., says the *Strait Times*,
when a Chinaman indulged in a clever exhibi-
tion of gymnastics by falling from a window in
the third storey of a house in Macao St.,
Singapore, and picking himself up and walking
away as if nothing outward had happened.
He accepted the occurrence as part of his every-
day programme. Notwithstanding his fall
from a height sufficient to satisfy any ordinary
person, and to hold him for a while brooding
upon the consequences of the incident, this
Chinaman went away with little more than a
slight thump to remind him of his exploit.
He was a Chinaman. No wonder that his
nationals dominate the Far East.

Messrs. Sothby, London, sold a rare Spanish
dollar for \$22 10s. the other day. Will the
Mex. ever reach that height?

In consequence of the new volcanic eruptions
in Martinique, the city of Fort de France is
now reported to be in great danger.

Cholera is making its presence felt in
Singapore. There were five deaths reported as
having taken place on the 9th inst. among the
natives in different districts.

The Hon. Treasurer of the Alice Memorial
and Nethercole Hospitals begs to acknowledge
with thanks the following donation to the Funds
of the Hospitals:—From a Patient, \$3.

There was to be a "pigeon" on the hill
behind Blair Lodge, Taijiong Pagar, Singapore,
on Saturday night, 12th inst. It had been
intended as a Coronation fixture; it was to be
lit in thanksgiving for the King's recovery.

On the 7th inst. the French cruiser *D'Entrecasteaux*, with the Rear-Admiral on board,
arrived at Chefoo from Nagasaki. On the
8th inst. the German cruiser *Hansa*, with
Rear-Admiral Ahlefeld on board, arrived
at Chefoo from Tsingtau. On each occasion a
salute of the other nationalities was fired. The
Chefoo forts are unable to return a port salute;
says the *N.C. Daily News*, as there are less
than six guns in each fort.

Lord Kitchener gets the rank of general at
the age of fifty-two. Lord Wolseley was forty-
nine when he was promoted, in recognition
of his services in Egypt in 1882. Lord Roberts
did not get his step until 1890, when he was
fifty-nine. It is Lord Kitchener's own wish
to go to India as Commander-in-Chief, as he is
anxious to obtain a practical knowledge of the
Native Army, of which he has formed a high
opinion.

The comment of the *Times* on Lord Kit-
chener's message to the Boer Generals is that it
will "go down to all time as one of the most
remarkable which it has been the duty of the
historian of our day to record. Within little
more than a fortnight after the conclusion of a
race war which has been waged with the utmost
stubbornness and determination for nearly three
years, the British Commander-in-Chief finds
himself in a position publicly to thank the three
principal leaders of our late adversaries for their
services to the Crown. Rarely, indeed, has there
been a transformation of feeling and of attitude
amongst a whole nation and its chiefs been at
once so rapid and so complete."

Spending at the annual meeting of Kynoch,
Ltd., in Birmingham on the 18th ult., Mr.
Arthur Chamberlain said the company's mili-
tary trade during the past year had not been so
good as in the previous year. Nevertheless,
they succeeded in showing for the second year
in succession, a profit of £100,000. They asked
the shareholders' support for their policy of
strengthening their reserves. In January of
last year they received at their Witham Works
and entertained to lunch the Chinese Ambassa-
dor and his suite. They had no connection with
the Article Club. (Laughter.) They decided to
have anything to do with that organisation
when they were approached. (Hear, hear.)
They dealt direct with the Chinese Embassy,
and he thought they succeeded in making the
Ambassador's visit an agreeable as a business
inspection could be. They had not expected,
and they did not derive any pecuniary advantage
from his visit.

The Admiralty have directed that the revised
rates of senior lieutenants' pay are to come
into force as from April 1st last. Formerly the
maximum was 15s. a day, and there was no
increment after 12 years' seniority; under the
revised scale two further annual increments of
1s. a day are granted for service in the rank
below 22 years. The new scale will be:—For
Lieutenants of 13 years' seniority with ten years'
service, of which six have been in a ship of war
at sea, 15s. a day; for lieutenants of the above
seniority and service, but who have had inde-
pendent command of any ship or the command
of a tender, 16s. a day; for lieutenants of 14
years' seniority with 11 years' service, of
which six have been in a ship of war at sea, 16s.
a day; for lieutenants of the same seniority
and service who have had independent command
or the command of a tender, 17s. a day. In
the case of lieutenants appointed to the
Coastguard entitled to the improved rates of
pay a deduction equal to the excess of their
full pay over their present maximum of 14s. a
day is to be made from their retiring allowances
as they are to receive no increment in their
total emoluments.

We are told by gunnery enthusiasts, says the
Naval & Military Record, that if admirals would
take greater interest in that branch of work much
better results would accrue, and the recently-
issued gunnery returns partially bear out the
statement; for in 1901 fire flags were above
the average in scoring and seven below. From
two the *Royal Arthur* and the *Revenge*—no
returns were received. In heavy gun firing the
Hove, *Majestic*, *Magnificent*, *Ben von Bismarck*,
Glory and *Centurion* were all below the
average, and the *Cresset*, *Warrior*, *Barfleur*,
and *Gibraltar* above it. The *Highflyer* is an ex-
ceptional ship, as her heaviest gunnery is six-inch,
but she was well above the average also; were
the *Majestic*, *Cresset*, *Glory*, *Barfleur*, and
Centurion with their secondary armaments;
while the *Hove*, *Magnificent*, *Ben von Bismarck*,
and *Gibraltar* were below. The year 1900 was
a bad one generally for prize firing, and nearly
every class of gun did better in 1899, and there-
fore, while the returns for 1901 show an
improvement on the previous year, they com-
pare unfavorably with the returns for
1899. The improvement is mainly due to some
exceptional shooting by individual ships, and if
we eliminate them we shall find that there has
been absolutely no general progress.

ELEGRAMS.

REUTER'S SERVICE.

LONDON, 16th July.

THE LEADERSHIP OF THE LORDS.

His Grace the Duke of Devonshire stated in
the House of Lords that Lord Salisbury had
desired him to undertake the leadership of the
House of Lords.

THE KING OF ITALY IN RUSSIA.

H.M. The Tsar and the King of Italy have
reviewed 38,800 troops at Krasnoeelo, the Tsar
leading his own regiment past the King of
Italy.

LONDON, 16th July.

MR. CHAMBERLAIN'S PROGRESS.

Mr. Chamberlain continues to progress
favorably. The bulletins have now ceased.

THE TRANSVAAL GOVERNORSHIP.

Sir Arthur Lawley, K.C.M.G., Governor of
Western Australia, has been appointed Lieu-
tenant Governor of the Transvaal.

THE FRENCH AT SHANGHAI.

Viscount Cranborne states that Sir Ernest
Satow, British Minister at Peking, will shortly
report on the whole question relating to the
French position in the International Settlement
at Shanghai.

THE ECLIPSE STAKES.

Arcturion is lame, and has been scratched
for the Eclipse Stakes.

GERMANY AND MACAO.

Again reports are published by the Press that
the sale of Macao to Germany is imminent, but
they are officially declared to be absolutely
unfounded, says a Berlin telegram of the 11th
inst. to the *Ostasiatische Lloyd*.

NO NEW PLAGUE CASES.

At last we seem to be near the end of this
year's visitation of the plague. The Medical
Officer of Health was able to notify yesterday
that there had been no new cases reported
during the 24 hours ended at noon.

THE S.S. "NESS."

The *N.C. News* (Captain Pearl), which, as we
mentioned the other day, has just accomplished
a record by running twelve return trips to
Mojito, Japan, inside six months for the Mitsui
Bussan Kaisha, has been chartered by that
company for a third term of six months. The
Ness is owned by the Mercantile Marine Co. of
London.

THE GARRISON PARADE.

His Excellency Major-General Sir W.
Gaseigne has decided, in view of the unpromis-
ing weather, to postpone until next Saturday the
Parade of the Garrison which was to have taken
place this afternoon on the Cricket Ground on
the occasion of the presentation of the Order of
British India to a native officer of the Hong-
kong Regiment.

JEWS IN MANCHURIA.

A London telegram of the 16th inst. to the
N.C. Daily News says:—A Russian edict has
been issued which excludes Russian Jews from
Manchuria, but admits foreign Jews when
provided with triple passports from the
Minister of Foreign Affairs, the Minister of
Finance, and the Minister of the Interior.
The inhabitants of Cosack settlements along
the Manchurian Railway will receive free
grants of land, with exemption from taxes for
twenty years.

ENGLISH AT THE CHINESE
IMPERIAL COURT.

The following is translated from a Peking
vernacular paper:—

The Empress Dowager intends to gather
around her about a dozen young Manchurian
daughters of various princes, dukes and nobles
of the Imperial House, whom she wishes to form
into a class to study the English language and
literature. The school is to be in one of the
minor palaces of the "Forbidden City," and
to course a three-year one. The teacher who
is to instruct these young princesses and
peeresses must, however, be either a Chinese or
a Manchurian lady, and in the case of the former,
must have Nature's, or "Heaven born" tal-
ent. Tian-tu, innocent of ever having had the oral
let-ban-guages. Besides knowledge of English,
which must be thorough, she must also be a
good scholar in Chinese and must be of good
family. On the other hand, sons of Imperial
Princes, Dukes and nobles have, lately, also
shown some anxiety to study English and
acquire are being made by their parents to
daughters to instruct them in their own lan-
guage, apparently to fit the young nobles
to stand on a mental and educational equality
with their future wives.

LATEST STEAMER MOVEMENTS.

The O. & O. steamer *Quaker*, with mail, de-
parted Shanghai for the port on the 17th inst.
at 7 p.m. and is due here tomorrow at daylight.
The P.K.R. steamer *Nippon Maru*, with mail,
de-
parted here on June 17th for San
Francisco via Shanghai, etc., arrived at her
destination on the 14th inst.
The *Barber* Line steamer *Richmond Castle*
left Manila on the 17th inst. and may be ex-
pected here about tomorrow evening.
The O.E.S. steamer *Surabaya*, left Shanghai
on the 17th inst. for Foochow, and is expected
here on the 21st inst.

THE CORONATION.

We are pleased to announce that, by the
gracious command of the King, we shall be able
to present our readers with a full descriptive
account of the postponed Coronation Service in
Westminster Abbey, which will be specially
written by our London reporter.

In accordance with a letter we received from
the Earl Marshal our representative was sup-
plied with a card of admission to the Abbey for
the event which so unfortunately had to be
postponed, an honour which we believe was
enjoyed by no other newspaper in the Far East
and by only one or two of the chief English
provincial papers. The report of the ceremony
when it is held will leave England by the mail
following.

The Duke of Norfolk's letter, which we may
mention was unsolicited, is as follows:—

"The Earl Marshal presents his compli-
ments to the London Editor of the
Hongkong Daily Press and desires to
inform him that he has received the
King's command to reserve a place at
Westminster Abbey for a repre-
sentative of his newspaper on the occa-
sion of the Coronation of Their
Majesties King Edward VII and
Queen Alexandra."

We also expect to receive from London a full
account of the great Procession as seen from the
windows of our office in Fleet Street and from
other points of vantage.

Our London manager writes that we have
been granted every facility for seeing the Naval
Review, Grand Ball, and the local celebra-
tions at Portsmouth; and that, besides our local rep-
resentative there, a special reporter from London
will join the Press steamer solely on behalf
of the *Hongkong Daily Press*.

THE TYPHOON.

At 5.30 a.m. yesterday the black cone was
hoisted at the Tsimshatsai Police Station, on
the Tamar and on the Kowloon Wharf, and
Godova Co.'s flagstaff and the typhoon gun was
fired. The Chinese craft and launches at once
made for the shelter of Causeway Bay and
Yau-mai, and during the day the Harbour was
clear except for the big steamships. At 12.30
p.m. the following warning was issued:—The
typhoon to the southwards appears to be moving
northward and likely to approach the neighbour-
hood of Hongkong. It may pass to the east-
ward of the Colony, in which case the gale will
be from north and west. The black cone was
taken down and the black drum hoisted at
2.20 p.m.

Only a week ago the Colony was in hourly
danger of being visited by that peril of the
China seas, a typhoon, and when it veered off
and the sampans and junka came creeping out
of their shelter places in the harbour, even then
it was recognised that the respite might be of
very short duration, for we are now in the
typhoon season and liable to be visited by one
at any short notice. That these fears were well
founded has been proved by the experience of
the past two days, for the black cone, after dis-
placing the red on the various signal points, was
itself succeeded yesterday afternoon by the black
drum. Before that, however, the Chinese
population on the waters of the Colony had
again anticipated the nearer approach of the
typhoon and sought shelter behind the
Causeway Bay breakwater and at other places
where safety was assured. Old hands on the
China coast say that there can be no typhoon
during a time of heavy rain, but, to that
disinclined to put their belief to the test, for
yesterday, quite half-a-dozen outward-bound
coasting steamers were lying at East Point
waiting for moderation in the weather. The
harbour was very rough, and made the crossing
of the Ferry launches rather difficult; as a
matter of fact, passengers at the time hour were
warned that there was a likelihood of the run
being interrupted. Two sampans were wrecked
off Blue Buildings, but it is believed that the
accidents were unaccompanied by loss of life.

ABOUT three o'clock the harbour became so
rough as to make crossing with safety prob-
lematical. The *Morning Star* was the last one
to leave Hongkong, which she did shortly after
three with a full complement of European
passengers on board. As she pushed her way
through the water an occasional wave would
leap up and wash the upper deck, sometimes even
reaching the funnel. However, she reached the
other side in safety, but no other of the fleet
risked the trip. This cessation of the running
was made known to Kowloon wharf-towners
and as the afternoon wore on a melancholy
crowd of ticket-holders collected under the
veranda of Queen's Buildings and gazed
mournfully across the tumbling water in the
direction of home and dinner and dry
clothes. But the launches were safe and snug
in dock, and the waiting passengers had to
turn away disconsolate.

The harbour presented a very bleak appear-
ance indeed, the pale, rain-driving along
in a steady flood over the swirling, foam-
capped waters. The few ships lying at their
moorings looked like the mast as they
were rolled and dipped in the choppy sea. One of
the *Arrow* boats were seen about five
miles off, which left hence on June 17th for San
Francisco via Shanghai, etc., arrived at her
destination on the 14th inst.
On shore the stormy gusty wind blew down
numerous barricading, and foot passengers
were in no small danger from falling gables.
Heavy rain fell during the night, flooding the
streets in many parts.

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On shore the stormy gusty wind blew down
numerous barricading, and foot passengers
were in no small danger from falling gables.
Heavy rain fell during the night, flooding the
streets in many parts.

THE VOLUNTEER CONTINGENT.

[FROM OUR SPECIAL CORRESPONDENT]

Montreal, 12th June.
My last letter to you was dated 4th inst. from
Vancouver.

That evening Major-General Parsons
inspected the 66th Regiment, Duke of Con-
naught's Rifles (Militia). They number about
200 in Vancouver. We were asked to join in
a march at 7.30 p.m. we marched to the Drill Hall,
which is a very fine building. The galleries
were filled with people who came to see the
show. We were inspected with the Rifles. We
then retired to the sides while the Rifles went
through their movements. After this was over,
the Indians and Chinese went through various
drills. The people were very much struck at
the smart way they went about their work.
There was a sort of an "at home" after every-
thing was over. We then marched back. We
had entrained at 4 p.m., everything being
shifted over from the ship to the train.

At 11 a.m. the next day the whole of the Con-
tingent was taken on electric train-rides round
the town. The Mayor of the town accompanied
the Volunteers. We stopped at the Boating
and Bathing Club where drinks were supplied
to everyone. We left Vancouver at 1 p.m. on
the 5th. There was a large crowd to see us
off and lots of cheering. The Volunteer flag
and Union Jack were fixed up on flagstaffs at
the end of the train, while small flags given
to us were placed on all the carriages. The
people in Vancouver were very good to us
and we enjoyed ourselves greatly.

We arrived here at 1 a.m. yesterday. We
have had a very pleasant trip across. Every-
thing was done to make us comfortable. The
train was stopped every day either for drill or
exercise, once in the morning and once in the
afternoon, either for an hour or half an hour,
generally the former. In addition to these
special stoppages, there were short stops for
water or for other reasons, when the men were
allowed to stretch their legs.

Fortunately we had fine weather. Rain
proceeded us. Heavy rains caused several
"wash-outs" as they are called. That is, the
flood undermines the track so that the rails and
sleepers drop when the heavy weight is placed
on them. There was an accident through this
a couple of days ahead of us where three men
were killed on a freight train. We passed
the place and saw the wreck of the engine and
train. One poor fellow was still beneath the
locomotive as they had not the means of moving
the heavy weight. We were delayed several hours
at Calgary owing to a "wash-out" ahead.
They fixed it up and when we passed there were
five trains blocked on the other side. The
scenery was magnificent, passing through the
Rockies. Snow-capped mountains within a
few hundred feet from the track. While at
drill we had a slight hail shower which was
something novel to most of our Volunteers.
We had a fire-horse stay at Windpaw, where
the people were very hospitable.

An inspector accompanied us on the train.
He looked after us well. Sort of a bus man to
see that we got all we wanted. Crowds always
turned out to see us.

Here we have free train fares wherever we
wish to go. Two tickets were thrown open
free to us last night. The people are
extremely kind. The men are on the train
still but they have quartered the officers in
Place Niger Hotel, which overlooks the station.

On the train the Indians came next to the
engine, then Chinese, then Volunteers, then
kitchen, then Volunteers' officers bringing up
the rear. The men are very comfortable and
are fed well. The Customs Officials were good
to us. Instructions were given so that all our
gear, including spirits, cigars, etc., were passed
straight through from ship to train. No
bother at all. All the C.P.R. officials are most
obliging. It is a treat to have anything to do
with them.

Yesterday, 2.30 p.m., the band of the Royal
Scots came to the station to fetch us to the
Parade Ground. We were inspected by Col.
Rey, D.O.C. After the inspection various
units were put through drills of all sorts. There
was a tremendous crowd to see the show. The
Indians and Whitefoot men were much admired.

After the drill was over, and were appointed
in the Drill Hall and with the band we were
marched through the streets to the Baseball
Ground to witness a match between Montreal
and Buffalo, U.S.A. The match took three
quarters of an hour. Crowds lined the streets,
cheering and clapping. It was a grand time.
After dinner the "single ball" of the
"French" Regiment came and fetched the men
to a smoking concert given by the N.O.C.'s of
the various regiments here. The "French"
Regiment is composed entirely of French
Canadians, very few of whom can speak a word
of English. Some of the B.K. Contingent
assisted at the concert. Songs were sung by
Pvt. Hockingford, Gun. Lusk, etc., and there
was a wrestling match between two Indians
and also a song by three Whitefoot men. A
very pleasant evening was spent.

The people here are as kind as can be. The
Khaki uniforms attract great attention.

From a Glasgow paper:—The news of the
petee settlement reached a small Perthshire
town pretty late on Sunday night, but the
people of the Parish Church thought such
news was so important that they announced before
the day was over. At 10 minutes past
midnight the man who reads the notice in the
church, who thoughtfully turned on the hymn
"Christians, rock not yet repose."

NEW BARRISTER ADMITTED TO SUPREME COURT.

In the Supreme Court yesterday morning, the Attorney-General, Sir Henry Spencer Berkeley, K.B., applied for the admission to the Supreme Court of the Colony, as a barrister, of Mr. Hugh Norman Ferrers. From enquiries which he had made as leader of the Bar here, the Attorney-General said he found that Mr. Ferrers had been admitted to practice before the Supreme Court of the Straits Settlements. As a fact, however, the applicant had not with him the certificate which the statute of admission to the Bar required to be produced, but perhaps his Lordship might see his way, with the powers he possessed, to dispense with the production of the document at that time and admit Mr. Ferrers.

His Lordship said he had read the affidavits which were signed in support of the application. By Section 10 of the Barristers and Attorneys Act, No. 3 of 1871, he saw that it was the ordinary course for a person applying to be admitted to the Bar here to deposit with the Registrar his certificate of call to the Bar, an affidavit of identity was also to be furnished. But there was the proviso always that the Chief Justice might on special grounds and on such conditions as he might think proper exempt for a special period any person from complying with the formalities prescribed by the section in question. In the present case the learned Attorney-General was satisfied—as to the identity and bona-fides of the applicant, and if it were possible for Mr. Ferrers to send and get his certificate his Lordship would avail himself of the last clause of the proviso and admit the applicant to practice here for a special period of four months, in order that he might in the meantime get his certificate. If he then got his certificate of identity he could go into permanent practice.

Mr. Ferrers then took his seat at the barristers' table, and was addressed by his Lordship, who said that he approved his admission to the Bar of the Supreme Court of the Colony, and extended his congratulations to him, expressing the hope that he had a most prosperous career before him.

Mr. Ferrers, whose affidavit of identity was signed by Mr. Victor Deacon, solicitor, was in Singapore for nearly three years, and during that time practised as a barrister. He is an M.A. of King's College, Cambridge, belongs to Lincoln's Inn, and was admitted to the Bar in England in 1888.

ENTERTAINMENT AT KOWLOON.

The black cone has much to answer for, seeing that it deprived a good many Hongkongites of an evening's enjoyment which they might otherwise have indulged in at the Institute in Kowloon on Thursday night. The Misses Holmes gave very kindly organised a concert and farce in aid of the funds of the Institute, and those who did brave the tempestuous weather were rewarded for their pains. Considering the climatic conditions, the audience was much better than might have been expected, but to give those who were unable to face the warning elements a chance of enjoying the good things provided, the entertainment will be repeated this (Saturday) evening at 9 o'clock. Part I consisted of vocal and instrumental music, Part II of a farce entitled *Poor Philodilly*. Stress of weather prevented Messrs. Hay and Silk from fulfilling their engagement, so the opening item was a *Revue* solo by Mr. Gray. Mr. Palmer sang "The Flight of Ages" with much taste, responded to an encore, and subsequently filled a vacant place on the programme. Miss Holmes proved a great success as a banjoist, her rendering of the "Apollo March" being so vociferously applauded as to necessitate an encore. "Three Little Maids" in character, by Miss Gray and the Misses Holmes, was so much appreciated that these ladies kindly consented to reappear. Mr. Gray and Mr. Ireland also sang songs which called forth the approval of the assembled company. It would be almost impossible to speak too highly of the creditable manner in which Part II was carried out. All performed their parts well; great pains had evidently been taken in the preparation of the piece by all the performers. Mr. Philodilly was well impersonated by Mr. H. K. Holmes; Mr. Gray made an admirable *Capitaine O'Scullie*, a "marine monster" of the old school, Sarah, maid-of-all-work, was taken in splendid style by Miss Holmes, while Miss Ida Holmes played the difficult part of Mrs. O'Scullie with great histrionic ability. Mr. Philodilly was ably represented by Mr. Gray. It is hoped that many will avail themselves of the opportunity afforded tonight of judging for themselves of the excellence of the entertainment—provided the weather permits. By so doing they will spend a pleasant evening and assist a deserving institution. Mr. Moberly acted throughout as accompanist.

POLICE COURT.

Friday, 18th July.

BEFORE MR. F. A. HAZELAND (Police Magistrate).

TO COMMIT A FELONY.

Li Sang, a coolie, was lying in an empty house at 49, Praya East early yesterday morning, when an observant-looking, flashing his lantern in the place, espied him. He was taken out and walked to the police station, where he was charged with being in the house for the suspected purpose of committing a felony. The defendant told his Worship that he had only sought shelter in the house, but his story was not believed and he was sentenced to 11 days' hard labour.

BEFORE MR. J. H. KEMP (Acting Police Magistrate).

REPLETING QUARANTINE REGULATIONS. T. Oates, master of the steamer *Dejima*, was summoned by Sergeant Boulger, Water Police, for neglecting to take his steamer to the quarantine station on arriving in the harbour from Amoy, an infected port. He pleaded guilty, and was fined \$100.

SUPREME COURT.

Friday, 18th July.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR W. MURDOCH GOODMAN (Chief Justice).

ROBBERY WITH VIOLENCE.

Five acts of armed robbery and one of robbery and wounding were charged against Lam Fui, Lui Fung, and Tang Ki Hsi. The Attorney-General (Sir Henry Spencer Berkeley, K.B.), asked his Lordship's permission to add a count to the indictment against the second prisoner of receiving stolen goods. His Lordship assented, and the charges were read over to the prisoners, who pleaded not guilty, stating that they were with the robbers, but remained behind in a sampan and took no part in the affair.

The Attorney-General said the plea was tantamount to one of guilty. His Lordship said it was hardly safe to accept it as a plea of guilty from these men. It would have been different had they been educated.

The following jury was empanelled—A. R. Lowe, A. Ritchie, W. Kinsman, S. E. Sykes, H. W. D. Kennett, J. Dickie, J. M. P. Tarver. The trial was then proceeded with, and the first witness said that while asleep on board his master's junk on the night of 24th June, he was awakened shortly after twelve o'clock by the noise of some person or persons on the deck above. He rose and went up to see what was the matter, and as soon as he gained the deck one of several men who were up there pointed a revolver at him and fired. The bullet struck him in the forehead, and he fell overboard. He was then thrown overboard and swam ashore. Evidence was given of the identification of certain of the stolen articles found in the possession of the second prisoner. The accused were found guilty, and two of them were sentenced to seven years' hard labour each and 20 strokes with the birch; the third a boy, not twelve months' hard labour and was also ordered to receive a whipping of 20 strokes.

ALSO LARVING OF \$10,000. Fui Pak Lin pleaded not guilty to stealing \$10,000, the money of a Chinese bank, in Boshan Straits. He was defended by Mr. E. H. Sharp, barrister-at-law (instructed by Mr. J. S. Harcourt, solicitor).

The following jury was empanelled—J. D. Logan, A. Perkins, D. A. Andrews, B. L. de Carvalho, A. Ritchie, H. Haynes, E. Deacon. The Attorney-General was instructed by Mr. H. W. Looker, solicitor, said the money was given to the prisoner, a messenger, to take to a friend, and was found in a box in the prisoner's possession. He was found guilty, and sentenced to 12 months' hard labour and 20 strokes with the birch.

JOINT STOCK SHARES. Messrs. Vernon and Smyth say in their weekly share report, dated Hongkong, 18th July:—Business during the past week has again been very limited in extent, and there are but few items of interest to report.

RAILWAYS.—Hongkong and Shanghai have sold at \$610 and \$612, and are in further demand at the former rate. The London rate is unaltered at \$63.

MARINE INSURANCES.—Unions are still required for at \$385, and China Traders can be placed at \$57.

FIRE INSURANCES.—China Fires have sold at \$79 and \$80 and are steady at the higher rate. Hongkong after sales at \$330 are still on offer at this figure.

SHIPPING.—Hongkong, Canton and Macao Steamboats have been done at \$40 down to \$39 and some more shares can be obtained at the lower quotation. Indo-China have further declined to \$323 with sellers. There are no other changes under this head to report.

RAFFINERIES.—China Sugars are weaker with sellers at \$107. Unions are unchanged at \$20 sellers.

MIXING.—Pumpkins have further declined to \$44 sellers, and Beans to \$34 sellers—the latter under offer from Singapore.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been sold at \$223 up to \$224 and close steady at the former quotation. Hongkong and Whampoa Wharves have been done at \$38 and a further small parcel can be procured at this figure. New Amoy Docks are unaltered at \$36 buyers.

LANDS, HOTELS AND BUILDINGS.—Hongkong Land can be placed at \$177, but holders refuse to accept less than \$180. Kowloon Land has sold at \$30. West Point has been done at \$53 and more shares are obtainable. Humphreys Estate can be placed at \$114. Hongkong Hotel are steady at \$1394 with probable buyers.

CORROZ MILLS.—Ewos have declined to \$144 sellers. Hongkong are firm at \$174 with sales and further buyers.

MILK.—Green Island Cement has sold at \$214, with sales at \$214, and further buyers at \$214. Electric (old) have been sold at \$18 and (new) to \$24 with sales and further buyers. Hongkong and China Gas Co. shares have been done at \$150 buyers. Ice is wanted at \$424. United Asbestos have sold at \$9 and China Portland at \$10. Walkins are wanted at \$34. Potash can be obtained at \$33.

MAXIMS.—Hongkong Ice Co. interest dividend of \$4 per share on account of 1902 payable on and after the 28th instant. Hongkong Land Investment and Agency Co., Ltd. interest dividend of \$5 per share on account of 1902 payable on and after the 28th instant. Hongkong and Macao Steamboat Co. Ltd. ordinary half-yearly meeting of shareholders on the 28th August. Transfer books closed on the 28th instant.

THE POWER OF THE BOXER PARTY.

A Hangchow, capital of Chekiang province, despatch reports that a numerously signed petition to the Throne, that is to say, to the Empress Dowager, and her Grand Council, presented by the notables and gentry of that city and forwarded by Governor Jen Tao-yung, praying for the construction in Hangchow of a special memorial temple in honour of the three martyred ministers: Hui Ching-chung, Yuan Ching and Hsu Yung-yi, who, it will be remembered, were murdered by Boxers at Peking in 1900 by command of Prince Tuan and other princes and ministers in the confidence of the Empress Dowager, has been promptly refused. The high-placed partisans of the Boxers who, although since the capture of Peking and the flight of the Empress Dowager have not yet dared to openly resume their policy, still continue to hold positions of great power and trust in the supreme Council of the Empire, and it is safe to say that had it not been for their abject fear and that of the Empress Dowager, the Foreign Powers at the time, there would have been little likelihood of the remains of the three martyred ministers being permitted to be transported last year from the place of their martyrdom to their native province of Chekiang. As it was, it is well known amongst the Chinese that the restoration of rank and titles of the murdered ministers and the permission for their remains to leave Peking in honour were reluctantly granted by the Empress Dowager, who, as it will perhaps be remembered, took care to inform the people of the Empire in an Imperial decree that the remains of the three martyred ministers were being transported to their native province of Chekiang, and that the petition for the further honouring and that of a permanent character—of the men who were the principal ones to set at naught the sanguinary scheme of the Boxers for the universal massacre of foreigners and their friends and sympathisers in June, 1900, was the last straw on the high-born Boxer camels' backs, and it is no wonder that, now that there need be no more present fear of the detested "Western Barbarians," before their eyes, the gentry of Hangchow received their recent peremptory and coupled what may be termed a minatory sentence or two in the Imperial Rescript that the powers that be at Peking do not want to hear anything more in the future of their deceased enemies. Following upon this there is even a story current in Hangchow, wafted upon the wings of rumour, that certain reactionary Censors and "blue-rucking" upholders of the "Barbarians," formed the three statements—which are the subject-matter of some joint secret memorial to the Throne which will give an excuse for the taking back of the restored honours and titles.—N.C. Daily News.

CRICKET AT SHANGHAI.

The following are the scores and analysis in the match Shanghai C.C. v. Public School A.C., played on the 12th inst.:

S. P. S. A. C.	
G. F. Lanning, c. Billings, b. McEwen	18
A. E. Lanning, b. McEwen	38
T. Veitch, c. McEwen, b. Billings	19
E. Middleton, run out, b. Billings	10
H. Veitch, not out	20
O. V. Lanning, lb, b. Billings	0
V. H. Lanning, c. Hudson, b. Billings	10
J. W. Lanning, not out	1
J. W. Lanning, c. Taylor, b. Billings	1
A. E. Stewart, b. Farbridge	4
H. E. Goodfellow, b. Farbridge	12
Extras	117

S. P. S. A. C.	
W. H. Moulton, c. G. F. Lanning, b. O. V.	35
A. J. McEwen, c. V. H. Lanning, b. A. E. Stewart	57
F. W. Peter, c. A. E. Stewart, b. H. Veitch	6
G. F. Lanning, not out	0
W. J. Taylor, b. V. H. Lanning	0
W. K. Stanton, not out	24
W. K. Stanton, c. A. E. Lanning, b. V. H. Lanning	7
B. C. Farbridge, not out	1
Extras	1

S. P. S. A. C.	
Billings	0
Peter	8
Stanton	1
McEwen	10
Farbridge	0
Extras	3

S. P. S. A. C.	
O. V. Lanning	11
V. H. Lanning	16
A. E. Stewart	11

S. P. S. A. C.	
Billings	0
Peter	8
Stanton	1
McEwen	10
Farbridge	0
Extras	3

S. P. S. A. C.	
Billings	0
Peter	8
Stanton	1
McEwen	10
Farbridge	0
Extras	3

S. P. S. A. C.	
Billings	0
Peter	8
Stanton	1
McEwen	10
Farbridge	0
Extras	3

S. P. S. A. C.	
Billings	0
Peter	8
Stanton	1
McEwen	10
Farbridge	0
Extras	3

S. P. S. A. C.	
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McEwen	10
Farbridge	0
Extras	3

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S. P. S. A. C.	
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Billings	0
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Extras	3

S. P. S. A. C.	
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Peter	8
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Extras	3

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McEwen	10
Farbridge	0
Extras	3

S. P. S. A. C.	
Billings	0
Peter	8
Stanton	1
McEwen	10
Farbridge	0
Extras	3

THE CHEFOO CALAMITY.

A special Chefoo correspondent writes as follows to the N.C. Daily News under date 8th July:—

The chief topic of the last few days has been the deaths, one might say tragic deaths, of the popular little fellows of the C. I. M. School who, by nothing more nor less than misadventure, have been cut off from their parents and companions.

Wild rumours, of course, were soon in rapid circulation on receipt of news and many causes assigned to account for the sudden illness and deaths of the boys. The one most generally accepted is that of poisoning from the effect of bad meat, and this is confirmed by the doctors here. It appears that the ice-chest in use at the School is divided into two compartments, a higher and lower; the food is kept cool by ice in a tub running down the centre of the chest through both compartments. The ice is put into the tub in the morning, and during the day may of course melt, ultimately leaving the upper compartment void of ice. It appears that last Saturday six chicken pies were made for the Sunday evening's meal, four being placed in the lower compartment and two in the upper. Sunday was a very hot day, one of the first of real summer experienced in Chefoo this year, which would account for the speedy turning of the pies not thoroughly protected by ice. Both masters and boys ate of the pies at the various tables, but only those who ate of the two pies placed in the upper part of the chest, it is assumed, have been the victims of the calamity. The first victim was Gershom Broomhall, aged 10 years, who died within four hours of the meal. From thence on it was a series of deaths, the boys dying in the following order, though not with the suddenness of Broomhall, whose end was the most rapid of all. The names and ages are:—

Gershom Broomhall	10 years.
Worth Finch	10
Marit Sanstedt	12
Nicholas Gray	12
Norman Gray Owen	14
Hugh Gray Owen	14
Stewart Kay	10
Howard Fisher	11
Herbert Parry	16
Claude Hartwell	10
Norman Whitefield	10

Added to this list must be the little Mousen, step-son of Capt. Muir, of the *Pechili*, and his was a very sad case. The *Pechili* was in port, and the little lad went aboard and was to have taken a trip to Swatow on the boat when he was taken sick, he was conveyed to the General Hospital, where, despite all efforts, he died at a quarter past two yesterday (Thursday) afternoon. He was buried in the morning. There is now only one more victim of the calamity, and he was suddenly taken ill this morning at 3 a.m. He was apparently in excellent health, and was almost given up, in better, and it is hoped he will pull through. The only other with any serious symptoms taken seriously sick also since last night's was Cyril Newcomb, the little son of Capt. Newcomb, of the (C.I.M.S.) *Chihki* but it is thought a great deal is due to fright on his part.

A word as to the nature of the disease will not be out of place. At first it was thought to be cholera and I believe this was wrong. The disease was usually one violent diarrhoea, and the bowels of exceptionally bad smell and unusual colour. The face becomes much drawn and emaciated, the eyes enlarge and slightly protrude, and the patient ultimately becomes unconscious, passing away quietly. After death the body presents the appearance of having been sick for months, so drawn is the facial skin.

Too much praise cannot be accorded to the Principal and his wife, Mr. and Mrs. Ebe Murray, for their untiring efforts during the last few days. Everything that was possible was done, and regardless of rest they worked hard and almost unceasingly. Trained nurses and doctors, who brought with them sterilised food for the boys, were obtained from the American men-of-war in harbour, and Dr. Guest, of the U.S.S. *New Orleans*, and his staff have watched all through the night to relieve the Mission doctor, Dr. King. As each boy died, or was taken sick, cables were sent to the parents. Full details were also furnished by telegram to the C. I. Mission, Shanghai. Indeed, everything possible was done. Mr. Murray invited and listened to every suggestion, and further requested enquiry.

Last evening the British Consul and the Chinese jurymen visited the School. They identified the bodies remaining (many having been buried), and requested a post-mortem examination where possible. The internal organs of one boy are forwarded to Shanghai for expert opinion. Other than furnishing data for Shanghai in a report forwarded there and the opinion that "death was from misadventure," the mission doctor, Dr. King, has done his duty. Dr. King of the Mission, Dr. Guest, of the *New Orleans*, an expert in microscopic examinations, has confirmed Dr. King's opinion.

A few parents desire the bodies of their late sons to be taken to various local places, but the opinion of the Consul is waited for before this can be done; the other boys have been buried and there were some at the graveside, sisters in the neighbouring school having viewed the last of, in many cases, their only sons. The disease is neither contagious nor infectious and there is no need to fear for the remaining boys in the School.

A portion of the stomach of the late Harry Gray Owen, one of the victims of the Chefoo calamity, having been forwarded to Shanghai on Friday evening by the C.N.S. *Typhoon*. An analysis of the contents of the stomach was commenced at the Municipal Laboratory on Saturday afternoon, under the supervision of Dr. Stanley, the Health Officer, and Dr. Macdonald, and was attended by several local practitioners. The result of the analysis will be communicated to H.B.M. Consul-General in the course of a few days.

A telegram of date 13th July to the above journal says:—The five boys who, recently showed poisoning symptoms, were, after a time, transferred to the General Hospital, namely, Frank Parry, Edgar Derwent, Archie Orr, Cyril Newcomb, and Wallace Broomhall. Today all are pronounced quite out of danger.

The "largest crab in the world" has been sent from Japan to the American Museum of Natural History. Its body is about the size of a large dinner plate, and its two great claws would go round a man. The longest measurement of the whole is twelve feet.

EASTMAN'S KODAKS. FILMS. AND ACCESSORIES

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK. PROMPT RETURN.

WE HAVE AN ESTABLISHMENT SOLELY DEVOTED TO EXECUTING WORK FOR AMATEURS, AND WE HAVE LARGER AND BETTER FACILITIES FOR DEVELOPING AND PRINTING THAN ANY HOUSE IN THE COLONY.

ACHEE & CO., PHOTOGRAPHIC GOODS STORE.

17A, QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 6th May, 1902.

CRUELTY TO CATTLE.

"Citizen" writes as follows to the *Straits Times* on the subject of cruelty to cattle, a common offence in Hongkong:—Now that there is an ordinance in force dealing with cruelty to animals, it is perhaps not unreasonable to assume that some steps will be taken to check what has long been considered cruelty in the way cattle are

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Colon, A.D.C., 5th St. P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED:

REPRESENTATIVE with good retail connection—strongest Gentlemen's Mercantile and Outfitters, one holding other commissions for Manufacturers calling on same class of trade. Apply with references, preferably English, to—H. T. GREENGLAW & CO., Wholesale Manufacturers, 83, Golden Lane, London, England.

WANTED:

LESSONS IN ENGLISH LANGUAGE by an European. Address, stating Terms, to—

Care of Daily Press Office, Hongkong, 19th July, 1902. [1974]

NEW CLUB BUILDING.

THE Tientsin Club Building Committee are desirous of receiving PLANS, DESIGNS, ESTIMATES and SPECIFICATIONS for the erection of the New Tientsin Club Building.

A premium of Two 1/2, 1/2 will be paid by the Committee for the plans, &c., accepted as most suitable. Full particulars regarding site and proposed buildings may be had on application to the Building Committee, care of Tientsin Club. Complete plans, &c., must reach the Building Committee on or before 15th September next. The Building Committee do not bind themselves to accept any of the plans, &c., submitted. Unaccepted plans, &c., will be returned immediately. Tientsin, 7th July, 1902. [1972]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

POSTPONEMENT.

FOR SWATOW, AMOY AND POOHOOW.

THE Company's Steamship.

"HAICHONG." Captain Hodgins will be despatched for the above ports TO-MORROW, the 20th inst., at DAYLIGHT, instead of as previously advertised. For Freight or Passage, apply to DOUGLAS LARBAIK & CO., General Managers.

Hongkong, 18th July, 1902. [1969]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"YUENSANG." Captain P. H. Rolfe, will be despatched as above on MONDAY, the 21st inst., at 2 P.M. This Steamship has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 18th July, 1902. [1970]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.

"LIGHTNING." Captain J. G. Spence, will be despatched for the above ports on TUESDAY, the 22nd inst., at 3 P.M. instead of as previously advertised. For Freight or Passage, apply to DAVID SASSON & CO., LD., Agents.

Hongkong, 19th July, 1902. [1927]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship.

"KUMSANG." Having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 5 P.M., the 22nd inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 18th July, 1902. [1971]

THE HONGKONG WEEKLY PRESS is now ready and contains:

Leading Articles—

Concessions in China.

His Majesty's Opposition.

Russian Arms in Corea.

Water Mains from Kowloon.

New Type of Cargo-Boat in Hongkong.

Murder by a Frenchman at Singapore.

Chefoo Poisoning Catastrophe.

Labour Trouble in Malaya.

Health of Hongkong.

Railways in Siam.

Canton.

Northern Notes.

Siam.

Northern Notes.

Orizaba Hotel Litigation.

Shanghai Newspaper Suit.

In the China Seas.

The Coronation Review.

Chatre's Circus.

Victoria Recreation Club.

France and Siam.

The Victory of the Two Kwang.

Revenue of the Federated Malay States.

Correspondence.

Ruby Australian Gold Mining Co.

United Asbestos Oriental Agency, Ltd.

Supreme Court.

Royal Hongkong Golf Club.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, 2s.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to address sent; including postage 34 cents each, or \$1 for three copies, Cash.

Hongkong, 18th July, 1902.

NEW ADVERTISEMENTS

OSAKA SHOEN KAISHA.

THE Undersigned have been appointed AGENTS for this Company in Canton. REUTEL, BROCKELMANN & CO., Hongkong, 18th July, 1902. [1975]

WANTED.

A POSITION by EUROPEAN BOOK-KEEPER. No objection to Coast Ports. References given. Address—

A. G. Care of Daily Press Office, Hongkong, 19th July, 1902. [1976]

PUBLIC COMPANIES

THE PUNJON MINING COMPANY, LIMITED.

IN accordance with Articles Nos. 29 and 27 of the Articles of Association of the Company, NOTICE IS HEREBY GIVEN that the following Shares will be liable to be FORFEITED, unless the Call due on the 15th day of November, 1901, be paid, together with INTEREST at 10 per cent. per Annum, at the Office of the Company, No. 15, Desvieux Field Arcade, on or before the 25th day of July, 1902.

The following are the distinguishing Numbers of the Ordinary Shares—

741/764 1871/1370 2559/2583

3134/3163 2433/2434 5381/5480

6052/6051 8744/8843 9269/9318

9469/9519 9919/10018 11704/11713

12273/12207 12444/12493 13087/13096

13697/13706 14013/14012 15351/15382

15676/15709 15935/15884 17391/17443

19084/19132 19134/19183 19184/19233

20234/20283 21406/21415 21416/21425

21426/21435 21075/21099 23100/23211

23222/23241 23250/23246 23247/23271

23272/23291 23292/23301 23302/23369

23370/23399 24037/24106 24107/24248

24249/24396 24707/24800 24801/24856

25114/25143 25444/25493 25494/25543

25544/25593 25619/25648 25649/25698

25699/25748 25824/25848 25849/25898

25899/25948 25974/25998 25999/26048

26049/26098 26124/26148 26149/26198

26199/26248 26274/26298 26299/26348

26349/26398 26374/26398 26399/26448

26449/26498 26474/26498 26499/26548

26549/26598 26574/26598 26599/26648

26649/26698 26674/26698 26699/26748

26749/26798 26774/26798 26799/26848

26849/26898 26874/26898 26899/26948

26949/26998 26974/26998 26999/27048

27049/27098 27074/27098 27099/27148

27149/27198 27174/27198 27199/27248

27249/27298 27274/27298 27299/27348

27349/27398 27374/27398 27399/27448

27449/27498 27474/27498 27499/27548

27549/27598 27574/27598 27599/27648

27649/27698 27674/27698 27699/27748

27749/27798 27774/27798 27799/27848

27849/27898 27874/27898 27899/27948

27949/27998 27974/27998 27999/28048

28049/28098 28074/28098 28099/28148

28149/28198 28174/28198 28199/28248

28249/28298 28274/28298 28299/28348

28349/28398 28374/28398 28399/28448

28449/28498 28474/28498 28499/28548

28549/28598 28574/28598 28599/28648

28649/28698 28674/28698 28699/28748

28749/28798 28774/28798 28799/28848

28849/28898 28874/28898 28899/28948

28949/28998 28974/28998 28999/29048

29049/29098 29074/29098 29099/29148

29149/29198 29174/29198 29199/29248

29249/29298 29274/29298 29299/29348

29349/29398 29374/29398 29399/29448

29449/29498 29474/29498 29499/29548

29549/29598 29574/29598 29599/29648

29649/29698 29674/29698 29699/29748

29749/29798 29774/29798 29799/29848

29849/29898 29874/29898 29899/29948

29949/29998 29974/29998 29999/30048

30049/30098 30074/30098 30099/30148

30149/30198 30174/30198 30199/30248

30249/30298 30274/30298 30299/30348

30349/30398 30374/30398 30399/30448

30449/30498 30474/30498 30499/30548

30549/30598 30574/30598 30599/30648

30649/30698 30674/30698 30699/30748

30749/30798 30774/30798 30799/30848

30849/30898 30874/30898 30899/30948

30949/30998 30974/30998 30999/31048

31049/31098 31074/31098 31099/31148

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31749/31798 31774/31798 31799/31848

31849/31898 31874/31898 31899/31948

31949/31998 31974/31998 31999/32048

32049/32098 32074/32098 32099/32148

32149/32198 32174/32198 32199/32248

32249/32298 32274/32298 32299/32348

32349/32398 32374/32398 32399/32448

32449/32498 32474/32498 32499/32548

32549/32598 32574/32598 32599/32648

32649/32698 32674/32698 32699/32748

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32849/32898 32874/32898 32899/32948

32949/32998 32974/32998 32999/33048

33049/33098 33074/33098 33099/33148

33149/33198 33174/33198 33199/33248

33249/33298 33274/33298 33299/33348

33349/33398 33374/33398 33399/33448

33449/33498 33474/33498 33499/33548

33549/33598 33574/33598 33599/33648

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33949/33998 33974/33998 33999/34048

34049/34098 34074/34098 34099/34148

34149/34198 34174/34198 34199/34248

34249/34298 34274/34298 34299/34348

34349/34398 34374/34398 34399/34448

34449/34498 34474/34498 34499/34548

34549/34598 34574/34598 34599/34648

34649/34698 34674/34698 34699/34748

34749/34798 34774/34798 34799/34848

34849/34898 34874/34898 34899/34948

34949/34998 34974/34998 34999/35048

35049/35098 35074/35098 35099/35148

35149/35198 35174/35198 35199/35248

35249/35298 35274/35298 35299/35348

35349/35398 35374/35398 35399/35448

35449/35498 35474/35498 35499/35548

35549/35598 35574/35598 35599/35648

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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections, commencing from Grass Island, Vessels anchoring nearest to the Harbour are marked as follows:—
1. From Green Island to the Harbour Master's Office.
2. From Harbour Master's Office to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON, &c., VIA PORTS OF CALL.	BENGOAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	To-day, at Noon.
LONDON.	SARPEDON	Brit. str.	—	A. F. Street	BUTTERFIELD & SWIRE	On 22nd inst.
LONDON, VIA SUEZ CANAL.	MALACCA	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On 24th inst., at Noon.
LONDON, VIA SUEZ CANAL.	BENLAWERS	Brit. str.	—	R. Webster	McKENNOR BROS. & CO.	On or about 31st inst.
LONDON, VIA SUEZ CANAL.	CLYDEBURY	Brit. str.	—	R. Webster	McKENNOR BROS. & CO.	On 3rd August.
LONDON & ANTWERP.	TELEGRAPH	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 5th August.
LONDON.	ANTENOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th August.
LONDON.	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 2nd September.
LONDON.	PERSEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th September.
LIVERPOOL DIRECT.	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 26th inst., at Daylight.
MARSHALL ISLANDS, LONDON, & ANTWERP, & SPAIN, &c.	ANNAM	Brit. str.	—	Seller	MESSAGERIES MARITIMES	On 28th inst., at 1 p.m.
BHARAT, VIA PORTS OF CALL.	SACHSEN	Ger. str.	—	W. Frank	MELCHERS & CO.	On 28th inst., at Noon.
HAMBURG & HAMBURG.	SILEBIA	Ger. str.	—	Bahl	CARLSON & CO.	On 30th inst.
HAMBURG & HAMBURG.	AMBRIA	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 14th August.
HAMBURG & HAMBURG.	C. FRED LARSEN	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 23rd August.
HAMBURG & HAMBURG.	KONIGSBERG	Ger. str.	—	von Dohren	HAMBURG-AMERIKA LINIE	On 10th September.
HAMBURG & HAMBURG.	ANDALUSIA	Ger. str.	—	Prosch	HAMBURG-AMERIKA LINIE	On 24th September.
HAMBURG & HAMBURG.	PERSEUS	Ger. str.	—	Prosch	HAMBURG-AMERIKA LINIE	On 8th October.
NEW YORK VIA PORTS OF CALL.	ATHOLL	Brit. str.	2 m.	—	DODWELL & CO. LIMITED	To-morrow.
NEW YORK VIA SUEZ CANAL.	INDRAMATU	Brit. str.	—	Jardine, Matheson & Co.	On 1st August.	On 1st August.
NEW YORK VIA SUEZ CANAL.	RADNORSHIRE	Brit. str.	—	—	—	On 1st August.
NEW YORK VIA SUEZ CANAL.	BENGLUR	Brit. str.	—	—	—	On 1st August.
NEW YORK.	COMET	Brit. str.	2 m.	Thompson	DAVIS	On 1st August.
NEW YORK.	VERONA	Ger. str.	—	—	—	On 1st August.
NEW YORK VIA SUEZ CANAL.	ASAMA	Brit. str.	—	—	—	On 1st August.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	—	—	—	On 1st August.
VANCOUVER, VIA SHANGHAI, &c.	CLYDEBURY	Brit. str.	—	—	—	On 1st August.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TOKA MARU	Jap. str.	—	D. Barton	NIPPON YUSEN KAISHA	On 2nd inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KAGA MARU	Jap. str.	—	H. Christensen	NIPPON YUSEN KAISHA	On 2nd inst.
PORTLAND, OREGON.	INDRAMATU	Brit. str.	—	J. W. Ekstrand	PORTLAND & ASIATIC S.S. CO.	On 2nd inst.
AUSTRIAN PORTS.	TATIANA	Brit. str.	—	—	—	On 2nd inst.
AUSTRIAN PORTS.	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 2nd August, at Noon.
TRIESTE, &c., VIA SINGAPORE, &c.	TIROL	Aut. str.	2 m.	von Bretfeld	CARLSON & CO.	On 31st inst., at Noon.
KOBE & YOKOHAMA.	IZUMI MARU	Jap. str.	—	C. H. Butler	BUTTERFIELD & SWIRE	On 22nd inst.
KOBE & YOKOHAMA.	TSUKAN	Jap. str.	—	H. L. Sommer	NIPPON YUSEN KAISHA	On 1st August, at Daylight.
KOBE & YOKOHAMA.	HAKATA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA.	KANAKA MARU	Jap. str.	—	—	—	On 23rd inst.
TIEN-SIN.	NANCHANG	Brit. str.	—	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 28th inst.
SHANGHAI.	CANTON	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On or about 1st August.
SHANGHAI.	CHUSAN	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On or about 1st August.
SHANGHAI.	DAIJI MARU	Jap. str.	1 m.	T. Ogata	MITSUBISHI KAISHA	On 30th inst.
SHANGHAI.	ANFENG MARU	Jap. str.	1 m.	G. Sakano	MITSUBISHI KAISHA	On 30th inst.
SHANGHAI.	KIKIANG	Jap. str.	2 m.	T. Saito	MITSUBISHI KAISHA	On 30th inst.
SHANGHAI.	MAIDUBU MARU	Jap. str.	1 m.	R. Tolson	DOUGLAS LARSEN & CO.	To-day, at 4 p.m.
SHANGHAI.	THALES	Brit. str.	2 m.	Hodgins	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SHANGHAI.	HAKING	Brit. str.	—	—	—	On 22nd inst.
SHANGHAI.	KATFORD	Brit. str.	—	—	—	On 22nd inst.
SHANGHAI.	YUSANG	Brit. str.	—	—	—	On 22nd inst.
SHANGHAI.	ROSETTA MARU	Jap. str.	2 m.	P. H. Rolfe	JARDINE, MATHESON & CO.	On 21st inst., at 4 p.m.
SHANGHAI.	HIDOSHIMA MARU	Jap. str.	2 m.	T. Matsui	MITSUBISHI KAISHA	On 24th inst., at Noon.
SHANGHAI.	LIGHTNING	Brit. str.	2 m.	J. G. Spence	NIPPON YUSEN KAISHA	To-day, at Noon.
SHANGHAI.	—	—	—	—	—	On 22nd inst., at 3 p.m.

SHIPPING.

ARRIVALS.
July 17, CHELYDRA, British str., 1874, Cox, Saigon 15th July, General, JARDINE, MATHESON & CO.
July 18, BANGAL, British str., 2751, A. L. Valentini, Shanghai 15th July, Mails and General, P. & O. S. N. Co.
July 18, DECIMA, German str., 794, Schibkier, Saigon 15th July, R. & S. SANDER, W. & L. & CO.
July 18, KUMSANG, British str., 2076, Buller, Calcutta and Straits 12th July, General, JARDINE, MATHESON & CO.
July 18, QUANTA, German str., 1148, Johannsen, Bangkok 21st July, Kico, SIEMSEN & CO.
July 18, TSINAN, British str., 1461, Chas. Lindbergh, Australia 25th June, General, BUTTERFIELD & SWIRE.
July 18, YUNGHING, Chinese steamer, from Canton.

CLEARANCES.
At THE HARBOR MASTER'S OFFICE.
18th July.
None.

DEPARTURES.
18th July.
KIKIANG, British str., for Canton.
KOWLOON, German str., for Canton.

VESSELS IN DOCK.

18th July.
ABERDEEN DOCK.—Taishan.
WILSON DOCK.—H.M.S. Wivern, Dymene, Taiyuan, Zofira, Poplar Branch, Bonulus, Silet, Michael Jensen.
COSMOPOLITAN DOCK.—Kohschang, Clavering.

VESSELS ON THE BERTH

COMPAGNIE DES MESSEGERIES MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.
NOTICE.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.
ON MONDAY, the 22nd July, 1902, at 1 p.m., the Company's steamship "ANNAM," Captain Seller, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Fervels until 3 p.m., on the 21st July. (Parcels are not to be sent on board; they must be left at the Agency's Office.)
Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 18th July, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
Proposed Sailings from Hongkong, 1902.
"ATHOLL" About 31st July.
"LENNING" 14th Aug.
"LEATHBURN" 21st Aug.
"RICHMOND CASTLE" 7th Sept.
"AFRIDI" 20th Sept.
"HILGLEN" 30th Sept.
For Freight and further information, apply to DODWELL & CO. LTD., Agents.
Hongkong, 15th July, 1902.

VESSEL ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.
THE Steamship.
Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 19th July, at Noon, taking passengers and cargo for the above ports. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to E. A. HEWITT, Superintendent.

"BENGAL."
Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 19th July, at Noon, taking passengers and cargo for the above ports. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 9th July, 1902.
DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW.
THE Company's Steamship
"THALES"
Captain Robson, will be despatched for the above port TO-DAY, the 19th inst., at 4 p.m. For Freight or Passage, apply to DOUGLAS LARSEN & CO., General Managers.
Hongkong, 18th July, 1902. [1903]

"SHIRE" LINE OF STEAMERS.
FOR NEW-YORK VIA SUEZ CANAL.
THE Steamship
"RADNORSHIRE"
will be despatched for the above port TO-MORROW, the 20th July.
For Freight, apply to SHEWAN, TOMES & CO., Agents, Shire Line.
Hongkong, 30th June, 1902. [1751]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR SINGAPORE & BOMBAY.
(In close connection with the Company's accelerated line to Trieste).
THE Company's Steamship
"TIROL"
Captain von Bretfeld, will be despatched for the above port THURSDAY, the 21st inst., at 2 p.m. For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.
Hongkong, 18th July, 1902. [3]

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:
ADOLPH, OREGON, Amr. barque, S. Amelberg, Standard Oil Co.
ALLAS, American ship, McKay—Standard Oil Co.
EVIE J. RAY, American barque, Kanton, Sander, WIELER & Co.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).
R.M.S. "ATHENIAN," Comdr. H. Mowatt, SATURDAY, 26th July.
R.M.S. "EMPERESS OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 6th Aug.
R.M.S. "EMPERESS OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 27th Aug.
R.M.S. "TARTAR," Comdr. E. Beetham, R.N.R., WEDNESDAY, 10th Sept.
R.M.S. "EMPERESS OF JAPAN," Comdr. H. Pybus, R.N.R., WEDNESDAY, 24th Sept.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between HONGKONG and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.
In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage.
The "TARTAR" takes First Class and Storage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to J. E. BROWN, General Agent, Fiddler's Street.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
HIDOSHIMA MARU BOMBAY VIA SINGAPORE and SATURDAY, 19th July.
T. Murai COLOMBO at Noon.
IZUMI MARU KOBE SUNDAY, 20th July.
C. H. Butler NAGASAKI, KOBE and YOKO SATURDAY, 25th July.
KARUGA MARU HAMA at Noon.
H. Fraser MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, SATURDAY, 26th July.
KAWACHI MARU PENANG, COLOMBO and PORT SAID at Daylight.
J. S. Thompson VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI MOJI, MONDAY, 28th July.
T. Christensen KOBE & YOKOHAMA at 4 p.m.
HAKATA MARU KOBE and YOKOHAMA FRIDAY, 1st August.
YAWATA MARU SYDNEY and MELBOURNE VIA THURSDAY ISLAND SATURDAY, 2nd August.
A. E. Moses VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI MOJI, MONDAY, 11th August.
KAGA MARU KOBE and YOKOHAMA at 4 p.m.
J. W. Ekstrand
Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Proposed Sailing
CLAYBURN	3,328	D. Barton	July 22nd
DUNE OF FIRE	3,821	J. S. Cox	August 2nd
VICTORIA	3,502	J. Pantou	August 9th
TACOMA	2,811	A. Dixon	August 23rd

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £32.
Excellent accommodation. First-class Table, Doctor and Stewardess carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
HONGKONG to NEW YORK, £28.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night. TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.
HONGKONG to VICTORIA and TACOMA, £35.
The best route to the Klamath Gold Fields. Frequent Sailings from VICTORIA and TACOMA to DYER and St. MICHAEL.
Rates of Passage to other Ports on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 14th July, 1902.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, HALIFAX AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

STEAMERS	SAILING DATES
SACHSEN	WEDNESDAY 22nd July
* KLAUSCHOU	THURSDAY 7th August
BAYERN	THURSDAY 21st August
KONIG ALBERT	THURSDAY 4th September
PRINZESS ALBINE	THURSDAY 18th September
PRINZ-REGENT LUITPOLD	WEDNESDAY 1st October
PREUSSEN	WEDNESDAY 15th October
* HAMBURG	WEDNESDAY 29th October
SACHSEN	WEDNESDAY 12th November
KARLSRUHE	WEDNESDAY 26th November
* KLAUSCHOU	WEDNESDAY 10th December
BAYERN	WEDNESDAY 24th December
KONIG ALBERT	WEDNESDAY 7th Jan., 1903
PRINZESS ALBINE	WEDNESDAY 21st Jan., 1903
DARMSTADT	WEDNESDAY 4th Feb., 1903
PREUSSEN	WEDNESDAY 18th Feb., 1903
* HAMBURG	WEDNESDAY 4th Mar., 1903

ON WEDNESDAY, the 23rd day of July, 1902, at Noon, the Steamship "SACHSEN," of the NORDDEUTSCHER LLOYD, Captain W. Frank, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 21st July. Cargo and Specie will be received on Board until 5 p.m. on THURSDAY, the 22nd July, and Parcel will be received at the Agency's Office until Noon on THURSDAY, the 22nd July.
Contents of Packages are required. No Parcel Receipts will be signed for less than 52 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to MELCHERS & CO., AGENTS.
Hongkong, 18th July, 1902.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c.	BENGOAL	Noon, 18th July	See Special Advertisement.
LONDON	MALACCA	Noon, 25th July	Freight of Passage.
SHANGHAI	CANTON	About 26th July	Freight of Passage.
SHANGHAI	C. F. Lockstone, R.N.R.	27th July	Freight of Passage.
SHANGHAI	CHUSAN	About 1st August	Freight of Passage.

For further Particulars, apply to E. A. HEWITT, Superintendent.
Hongkong, 18th July, 1902.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRINIDAD, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

STEAMERS	DESTINATIONS	SAILING DATES	Freight and Passengers
SILEBIA	HAVE and HAMBURG	On 26th July	Freight and Passengers
AMBRIA	(Calling at Singapore and Colombo)	On 14th Aug.	Freight
C. FRED LARSEN	HAVE and HAMBURG	On 28th Aug.	Freight
KONIGSBERG	HAVE and HAMBURG	On 10th Sep.	Freight and Passengers
ANDALUSIA	(Calling at Singapore and Penang)	On 24th Sept.	Freight
PREUSSEN	HAVE and HAMBURG	On 8th Oct.	Freight

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"ASAMA"
Captain F. F. Remant, will be despatched for the above port on or about the 15th August.
To be followed by "AFTON" on or about the 15th September.
For Freight, apply to SHEWAN, TOMES & CO., Agents.
Hongkong, 18th July, 1902. [1703]

